

Fuel Oil non-availability report

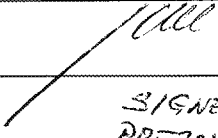
Name of Vessel:	<i>Moleson</i>	Flag:	<i>Switzerland</i>	IMO Number:	<i>9542831</i>
(if other relevant registration # enter here) :					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
<p><i>Vessel is in transit from Ningbo, China to Hawk Inlet, then Sgagway and afterwards Stewart, BC.</i></p> <p><i>The vessel has 123mts lsfo on board and will use same upon entering ECA zone.</i></p> <p><i>Unfortunately no any lsfo was available in Ningbo and the vessel will most likely run out of lsfo, before reaching Stewart, BC.</i></p>					
Port of Origin:	<i>Ningbo, China</i>	Date:	<i>08jul2013</i>		
Port of Destination:	<i>Hawk Inlet</i>	First US port of Arrival:	<i>Hawk Inlet</i>		
Date vessel first received notice that it would be transiting in the N. American ECA:					<i>04jul2013</i>
Vessel's location at the time of notice:		<i>Sailing from Ningbo, China</i>			
Date/Time ship operator expects to enter N American ECA:			<i>19jul2013 0600 LT , 1400UTC wp/agw</i>		
Date/Time ship operator expects to exit N American ECA:			<i>09aug2013 1200 LT , 2000UTC wp/agw</i>		
Projected days ship's main propulsion engines will be in operation within N American ECA:					<i>Abt 10 days</i>
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					<i>0.99%</i>
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<i>No LSF available in Ningbo, China, neither in any of the upcoming load ports.</i>					

Name of suppliers contacted:	Address:	Date of contact:
<i>Chimbusco Europe</i>	<i>Rotterdam 8th floor Weena 200 Building NL- 3012 NJ Rotterdam Netherlands P.O.Box 29090 Rotterdam</i>	<i>04jul2013</i>

	NL-3001 GA T: +31 10 275 5987-9 F: +31 10 280 9012 general@sino-union.nl ivana@sino-union.nl	
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
No any Isf available at any of the load ports (Hawk Inlet, Sgagway & Stewart, BC)							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
Not applicable							
List below U.S. ports visited in the last 12 months: <i>None</i>			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a)			Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		Capt. Damir VUKOVIC		Ship Operator Name:		Oldendorff GmbH & Co. KG	
Legal Agent in the U.S.:				Ship Owner Name:		OCEANA SHIPPING	
Name of designated Corporate Official: Marc Antione BAUMGARTNER							
Address (Street, City, Country, Postal Code):			Avenue des Baumettes 7, 10200 RENENS 1, SWITZERLAND				

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
Signature 	Print Name Capt. Damir VUKOVIC	Date 13 July 2013

SIGNED WITHOUT
PREJUDICE OF
ACCEPTANCE OF
LIABILITY FOR
THE VESSEL, OWNERS,
CREW.

